

Hello,

Thanks for your interest in our Community Drop In! Below is a list of topics that members of the public who dropped in requested we discuss and answers to questions from previous drop ins. A shout out to city staff for answering these questions from the public in a thorough and timely manner! Please also see actions that I'll follow up on. Finally, there are also other items of interest that were shared or requested by participants at the Drop In in the "Links" section. The next drop in is **Tuesday April 2nd 11:30-1:00pm** in my office at City Hall.

Thanks for participating in our community!

Lisa

Agenda - Community Drop In – March 19th 2019

1. Boulevard Trees
2. Vacant lot in Cook Street Village
3. Bike lanes
4. Highway 1 Bus Lanes
5. Mental Health Services
6. Construction
7. Public Toilets
8. More creative development
9. Sidewalks (please see answers below from last community drop in re: sidewalk repair.)
10. Seniors Advisory Committee
11. More seniors activity space

Items Mayor Will Follow Up On:

For Parks: How do staff decide which tree goes where? Does planting Garry Oaks on boulevards break the spirit of the policy in the Urban Forest Masterplan? What considerations are there for human health when choosing a species?

For Engineering (and potentially for Council): Can we ask the Minister of Transportation for a "letter of interpretation" to allow both motorized scooters and Lime scooters and other transportation innovations to use the bike lanes in advance of any changes to the Motor Vehicle Act?

For Susan Brice Chair of Transit Commission: Can we make the letter that we wrote to the Minister re: Highway 1 Bus Lanes public?

For Engineering: Can we have better signage for construction projects (e.g. the signage at the corner of Fairfield and Cook is way too high up for pedestrians to read!) and also for

construction impacts for pedestrians, road crossings, etc. The feeling is that all the work happening in Cook Street Village isn't clear.

For Manager of Arts and Culture: Good idea! Check with Bosa's (owners of Empress and Bus Station) whether they'd be willing to turn the bus station into a pop-up art gallery and/or artist's studios where artists are working as people come in. Would be good for artists, good for tourism, and good for the south end of downtown.

Items Mayor Has Followed Up On:

Q: For Planning: Every year we report out at the Development Summit on our targets for various development related processes (DPs, Rezoning, Building Permits, etc.) and track ourselves against how we are doing meeting the target we set. Can we do this on a quarterly basis and make it available to Council and the public?

A: In response to feedback received at the Development Summit, in 2017 the Planning Department began creating monthly statistic reports for Council. These reports are available on the City's website and may be found here:

<https://www.victoria.ca/EN/main/residents/planning-development/development-services/monthly-statistics.html>

Q: For Planning: How long, on average is it currently taking for small-scale development applications (less than 10 units)?

A: We do not track timelines related to size/scale of developments; however, as noted above we do have data related to application types (i.e. Rezoning, Development Permits, etc.) and building types (i.e. residential, commercial, etc.)

Q: For Planning: Can you send along the process document and diagram that shows the process a rezoning application goes through?

A: Development Application processes (diagrams / flow charts) may be viewed online here:

<https://www.victoria.ca/EN/main/residents/planning-development/development-services/community-association-land-use-committees.html>

Q: For Planning: How many units are in the rental building that Council recently approved at the corner of Quadra and Johnson and what is the unit breakdown (studios, 1 bedroom, two bedroom etc.)

A: As indicated in the applicant's letter to Mayor and Council, dated September 24, 2018, the developer is proposing a mix of suites including 12 studio units, 10 junior one-bedroom units, 46 one-bedroom/one bath units, 39 two-bedroom/one bath units, and 3 two-bedroom/2 bath units, for a total of 113 suites. Suites range in size from 38m² to 83m².

Q: For Engineering: Cars don't stop at Simcoe St once it goes into Beacon Hill Park and its dangerous for pedestrians to cross. Do we need two entrances to the park so close to each other?

A: In reviewing ICBC collision data, there have been zero reported incidents at the intersection of Simcoe Street and Circle Drive. From a technical perspective, both entrances may not be required. Consultation with internal and external stakeholders would be required to determine if the entrance is used for operational reasons or special events. This portion of Douglas Street is notably lacking a sidewalk on the east side of the road. A future project could include the construction of sidewalks and potentially removing the second entrance to the park. Staff appreciate the suggestion and will consider upgrades in this area as a part of future capital planning processes.

Q: For Engineering: Please provide link to 20 year pavement plan and also send link to sidewalk plan or plan that details what sidewalks will be improved over the next five years.

A: Information about the pedestrian master plan can be found online here: <https://www.victoria.ca/EN/main/residents/transportation/pedestrian-master-plan.html>. The current sidewalk implementation sequencing is found on page 660 of the 2019 Financial plan:

<https://www.victoria.ca/assets/Departments/Finance/Documents/2019%20Draft%20Financial%20Plan.pdf>. Staff are continually reviewing which sidewalks will be constructed or upgraded next, looking at opportunities to coordinate with other capital projects, development and community need. A detailed condition assessment of all sidewalks in the city is underway. The results of this analysis could influence future sequencing and approach to sidewalk upgrades.

The Engineering department is also undertaking a pavement condition assessment in 2019. We are expecting to receive a finished report at the end of Spring 2019, which would identify pavement priorities for the next decade. Deciding which streets to pave and when, is based on a number of factors including condition, upcoming development and the ability to coordinate with other city projects, especially underground utility works.

Q: For Engineering: Can we reduce the speed limit on Government Street to 30 km/h.

A: Staff receive numerous requests every year for speed limit reductions and are unable to review and respond to them all. Staff work closely with VicPD to identify locations where higher speeds may be resulting in collisions and focus on these areas. It is generally found that the speed which vehicles operate is based more on the road design and perceived risk, compared to the posted limit. Staff will be reviewing Government Street streetscape design (Pandora to Gorge Road) in 2020 and south of Wharf Street in 2021 as part of Bicycle Master Plan implementation.

Q: For Engineering: Idea – Can we put up signs that say “You’re entering a residential neighbourhood” to encourage cars to slow down?

A: As a part of the 2019 financial plan, Staff will be developing a traffic calming policy to guide interventions throughout the city. As part of this review, staff will be developing policy and processes to measure and identify priority streets in the city which are most in need for

interventions to reduce traffic speeds or volumes. Best practice is to limit the number of signs in the city to reduce visual clutter and decrease the ongoing cost of maintaining and replacing signs throughout the city. Generic signage, such as this, has generally found to have no long term impacts on vehicles speeds as over time drivers stop noticing them.

Q: For Engineering: Of the portion of the bike networks that have been built or are under construction, can you break out the cost of the actual bike lanes versus the cost of new benches, street trees, sidewalk repairs, cross walks etc. (All of the latter don't need to be broken out by item)

A: A "complete streets" design approach has been used for bicycle network implementation. Each project is designed to provide the maximum benefit from a road safety perspective while also delivering infrastructure management and an enhanced public realm. Administration costs (design fees, inspection services, construction mobilization / de-mobilization costs, traffic control etc.) – can be up to 25% of the total budget. For the actual construction, often the scope of work includes items that are not easily separated by road user. Paving for example, is a cost to the project which benefits motorists, transit vehicles pedestrians and cyclists. The bicycle lanes generally require new concrete medians, traffic signals, signs and paint markings. Staff can prepare an average allocation percentage once the Wharf and Humboldt street projects are complete in 2019 to provide a comprehensive breakdown of project budgets in the downtown core.

Q: Human Resources: Can you send along any information on the City's policies and practices with respect to gender equity and inclusion? And the policies themselves where possible?

A: The City of Victoria is striving to be a leader in celebrating and recognizing all gender expressions and is developing its first Transgender, Non-binary, Two-Spirit Inclusion Plan through engagement with staff, key agencies and community members who the plan is intended to support and empower. The plan will recommend immediate actions, and longer-term actions for the inclusion and participation of transgender, non-binary and Two-Spirit people in civic life, including policy development and implementation.

Links:

City of Victoria Strategic Plan: www.victoria.ca/strategicplan

Sidewalk investments: The current sidewalk implementation sequencing is found on page 660 of the 2019 Financial plan:

<https://www.victoria.ca/assets/Departments/Finance/Documents/2019%20Draft%20Financial%20Plan.pdf>.

City of Victoria Official Community Plan:

<https://www.victoria.ca/EN/main/residents/community-planning/official-community-plan.html>

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“Grown-up politics means accepting the tensions and complexities of our lives together without pretending there are easy solutions, universal rules ... That means relearning the habits of complexity against the siren calls of a soundbite, quick-fix culture.” - Jonathan Sacks